

**Fairfax County Board of Supervisors Revitalization Committee Meeting**  
**October 10, 2017; 3:00 p.m.**  
**Government Center Conference Room 11**

Meeting Notes

Supervisor Storck called the meeting to order at 3:15 p.m.

**Board members present:** Co-chairs Jeff McKay and Dan Storck, John Cook, John Foust, Penny Gross, Pat Herrity, Cathy Hudgins, Kathy Smith, Linda Smyth

**Commercial Revitalization District Maintenance Program**

Randy Bartlett, Director, MSMD, DPWES, provided an update on the Commercial Revitalization District (CRD) Maintenance Program approved by the Board of Supervisors (Board) on October 11, 2016. (Attachment 1, *Commercial Revitalization Maintenance Update*). Board members discussed the Implementation Funding Slide (Slide 5) that identified budget items that were not funded last year, including the addition of a Program Manager and a Project Manager. Board members observed that a major component of the program's success is to have a program manager in place who can monitor the success of the program and identify needs. Board members expressed concern over the length of time anticipated to ramp up the implementation of the CRD Maintenance Program. Mr. Bartlett responded that the planned ramp up was originally designed to be 5 years, pending funding. Discussion ensued about the need to fully fund the program and about the competing demands for funds in the county budget. The Board acknowledged some of the past accomplishments of the program and expressed a desire to ramp up the program in a quicker manner.

The question was raised about the continued use of brick sidewalks and crosswalks related to on-going maintenance. Barbara Byron, Director of the Office of Community Revitalization (OCR), responded that the Baileys Crossroads-Seven Corners Urban Design Guidelines, which are under community outreach/comment, have been developed as a prototype for use in the other revitalization districts and areas. Staff from OCR, FCDOT, DPZ, FCPA, Urban Forestry, and MSMD have developed the guidelines with maintenance of streetscape elements in mind. The guidelines are moving away from brick paver sidewalks and crosswalks to materials such as poured-in-place concrete sidewalks that are accented by pavers, which have lower maintenance costs and increased durability, while still adding to the character of an area. Also, many of the brick paver cross-walks are being replaced with high visibility cross-walks during regular VDOT repaving efforts.

The Board members stated that long-term maintenance should always be part of a capital project, and, it was requested that the Baileys Crossroads windmill, if not already in the county's maintenance program, be added to the inventory.

---

In response to a question about community involvement in maintenance issues, Randy Bartlett responded that OCR, in conjunction with MSMD and VDOT, has instituted community walk-throughs of all of the CRD's to identify needs and to monitor improvements/repairs. Staff proposed trying to use information from members of the revitalization groups to provide feedback on service levels and needs. The use of a dedicated mailbox was discussed and will be tried.

### **Embark Richmond Highway**

Elizabeth Hagg, Deputy Director, OCR, provided an overview and status update on EMBARK (See Attachment 2, *Embark Richmond Highway Project Overview and Status*). Board members stated that Embark is being viewed as a strong and positive force that has attracted both public and private interest.

### **Central Business Areas (CBAs) for the General Services Administration**

Kristen Hushour, Senior Planner, DPZ, briefed the Committee on a report (Attachment 3) entitled *Central Business Areas for the General Services Administration*, and on where the CBAs are located within Fairfax County.

In response to a question as to whether there is a connection between the Central Business Areas (CBA) Report and on-going the Dulles Suburban Center (DSC) Study and Plan Amendment, Marianne Gardner, Director, Planning Division, DPZ, stated that the only connection is that the DSC is shown on the Concept for Future Development Map in the Comprehensive Plan and it would be a good CBA within which the GSA could locate federal jobs.

In response to a question as to whether the CBA Report will be reflected in the Comprehensive Plan, Ms. Gardner responded that it would not, but that if the Plan changes any CBA boundaries, the revised boundaries would be reflected in the report and online, and the GSA would be so informed. Similarly, if a new CBC gets adopted in the Plan, it would be reflected in the report and online. It is staff's understanding that the county can modify the shapes, or add or remove CBCs at any time and communicate those changes to the GSA.

Concern was expressed by the Board about the amount of GSA space that has been lost in certain parts of the county over the years and whether we could position ourselves to get the space back by designating these areas as CBAs. Ms. Gardner stated that designating areas as a CBC will give it more of an opportunity to attract GSA leases in those locations.

The question was raised as to whether there is any flexibility for GSA to look at leasing commercial/industrial properties outside of a CBA or in properties that are immediately adjacent to a CBA, Ms. Hushour responded that the county would be best positioned to look at the boundaries before we transmit the CBA boundaries to GSA to determine if we want to include additional parcels within a CBA or to add a CBA. It was suggested by the Board that we might want to talk with staff about the pros and cons of including those parcels in the upcoming Plan

Amendment to expand the Franconia-Springfield TSA boundary. Ms. Hushour added that it is our understanding that the GSA has stated that it will look at the mission specific needs of its clients and site them in the right places, which might be outside a CBA boundary, and that it will be important to map the GSA leased spaces on an annual basis and monitor the effectiveness of this policy for Fairfax County through time.

Board members asked whether the GSA has been requested to consider grandfathering existing leases that are located outside the CBAs from the policy so that they could be renewed. Ms. Hushour responded that we are waiting to hear back from the GSA on this, but they have indicated that, for specific mission needs, they could renew a lease located outside a CBA. Ms. Byron added that staff will be drafting a memo for the Board to transmit these CBA boundaries to the GSA, and that the memo could include the County's desire for the flexibility for existing leases to be grandfathered.

### **Lincolnia Planning Study: Recommendation to Create a Community Business Center (CBC) and Commercial Revitalization Area (CRA)**

Marianne Gardner provided an overview of the study area, background, and task force recommendations to designate the area surrounding the intersection of Little River Turnpike (Route 236) and North Beauregard Street as a CBC and revitalization area to provide a comprehensive planning framework to guide and achieve community objectives. (See Attachment 4, *Lincolnia Planning Study Recommendation to create a CBC*). The effort to evaluate whether Lincolnia should be designated as a revitalization area began more than a decade ago, but the initiation of a study was delayed due to the recession. Board members observed that the CBC designation is appropriate, as Lincolnia is Fairfax County's eastern gateway, and that the area will remain stable for a long time, as two principle landowners who own large parcels, have continued to reinvest in their properties.

### **Tysons Annual Report/OCR Revitalization Update Report/Urban Design Guidelines**

Barbara Byron provided the Committee an overview of the Tysons Annual Report, and the OCR Revitalization Update Report. Discussion ensued around the need for commuter parking at the Metrorail stations. The question was raised as to whether there are sufficient spaces currently and whether there will be once the 711 parking spaces along Rt. 123 are removed for redevelopment, Tom Biesiadny, Director of DOT, responded that there are spaces available at all Metrorail stations, that the county continues to speak with developers to see if they will provide commuter parking, and that he will provide a list to the Board identifying parking availability at the Metrorail stations.

The meeting adjourned at 4:53